

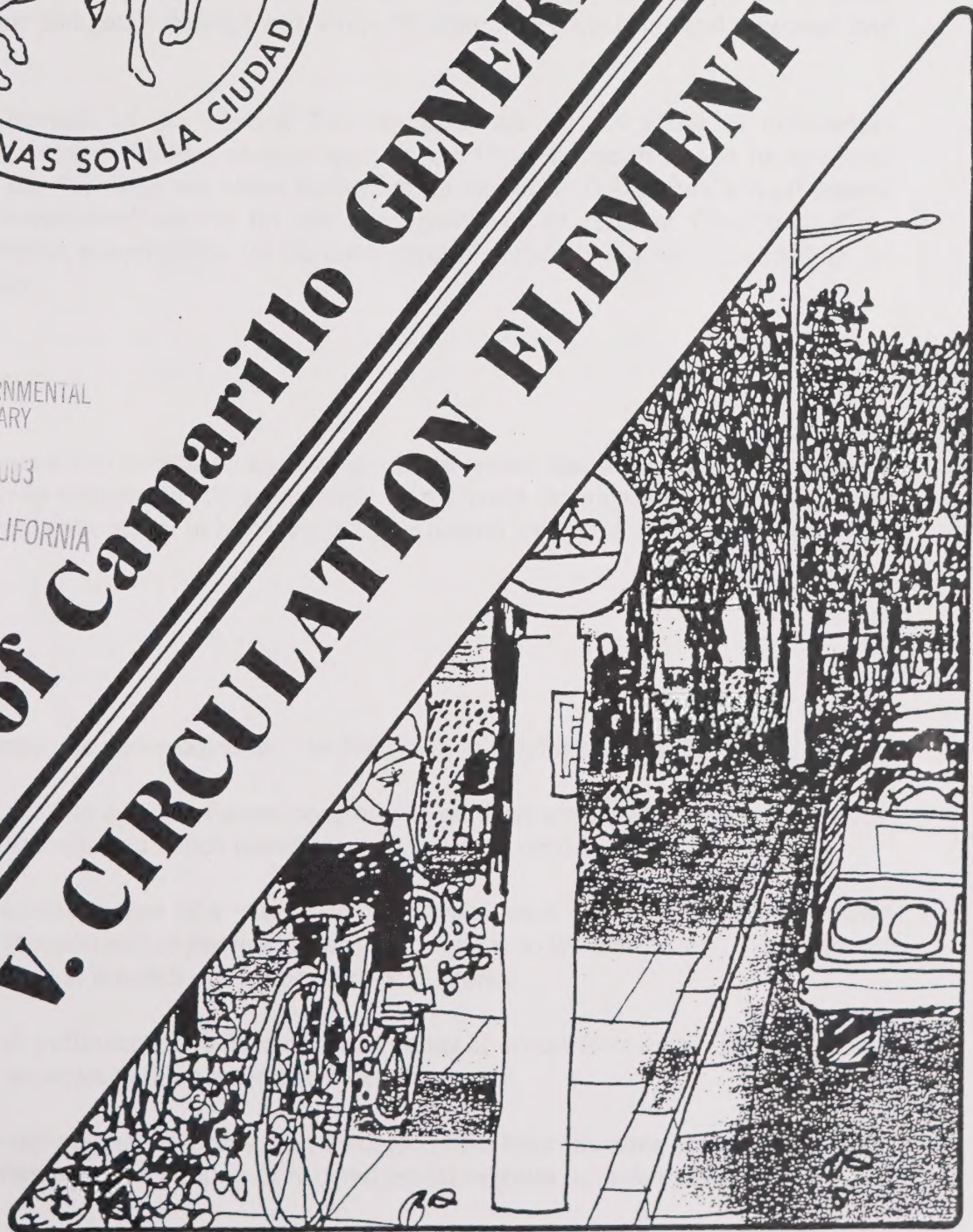


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City of Camarillo GENERAL PLAN V. CIRCULATION ELEMENT



CIRCULATION ELEMENT

INTRODUCTION

The primary function of the Circulation Element is to describe the circulation system, transportation modes and terminal facilities which, when combined, provide for the efficient movement of people and goods through and within the community's existing and proposed land use patterns.

The Circulation Element of the General Plan discusses the various forms of circulation, transportation and related facilities as they apply to the City of Camarillo and its environs. Included first in this discussion are broad statements, in the form of objectives and principles, which establish fundamental criteria for the development of an efficient Circulation Plan. Following the objectives and principles are the more specific proposals and recommendations for the Circulation Plan.

OBJECTIVE

Develop and maintain a total circulation and transportation system that will serve the City and its environs, as efficiently and attractively as possible. The driving experience should be a pleasant one, with vistas and route design in harmony with the natural topographic characteristics of the area.

PRINCIPLES

In order to implement the above objective, the following principles are established:

- o Develop a priority system of street construction on those streets which have the greatest traffic requirement and which demonstrate the greatest need.
- o Ensure the construction of a variety of street types, each designed to serve a specific circulation function and to provide for adequate service to the community. These routes include freeways, arterials, collectors and local streets.
- o Protect street traffic capacities by controlling points of access from adjoining land and by restricting on-street parking when and where necessary.
- o Discourage commercial, industrial, and through traffic from traveling on local residential streets. Discourage the parking of non-residential vehicles on residential streets.

- o Promote the beautification of streets and other corridors by developing and maintaining a tree planting and landscaping program that will best enhance the character of Camarillo and its environs.
- o Keep traffic on all streets in balance with the capacity of the circulation system by regulating the intensity of land use in conformance with the General Plan.
- o Coordinate the local circulation and transportation system with adjacent communities, the County, the State and other agencies, in order to maximize efficiency on all levels.
- o Continue promotion of the construction and maintenance of sidewalks in all residential areas to provide safe pedestrian circulation and facilitate use by the handicapped.
- o Provide adequate, efficient, safe and attractive pedestrian walkways and bikeways within and surrounding the community and between major generators, such as schools, parks, shopping areas and transit terminals. The system should have interconnects to county routes and natural areas as well.
- o Investigate alternative modes of public transportation and develop a system of routes and terminals that will most efficiently and economically meet the needs of the city.

CITY SHORT RANGE CIRCULATION IMPROVEMENT PLAN

The Short Range Circulation Improvement Plan includes a list of road improvements that are planned to be under construction or completed by the Year 2000. The list of Short Range Circulation Improvements is periodically adjusted in order to reflect changes in projects and timing.

STREETS

<u>Carmen Drive</u>	Replace the Ventura Freeway (U.S. 101) bridge, re-align ramps, and add signal system.
<u>Crestview Avenue</u>	Widen to four lanes between Las Posas Road and Valley Vista Drive.
<u>Dawson Drive</u>	Widen to three lanes between Petit Street and Mission Oaks Boulevard.
<u>Earl Joseph Drive</u>	Extend four lanes from Bradford Avenue to Las Posas Road.
<u>Flynn Road</u>	Construct new on- and off-ramps at the Ventura Freeway (U.S. 101) and extend from northerly terminus to Upland Road.

<u>Las Posas Road</u>	Widen to six lanes from the Ventura Freeway (U.S. 101) north to Ponderosa Drive and from Ventura Boulevard to the Ventura Freeway (U.S. 101). Improve the intersection at Pleasant Valley Road.
<u>Mission Oaks Boulevard</u>	Widen to four lanes from Calleguas Creek to Adolfo Road. Provide Ventura Freeway (U.S. 101) ramps at Flynn Road. Improve the intersection at Dawson Drive.
<u>Pleasant Valley Road</u>	Widen intersection at Las Posas Road. Widen and signalize intersection at Lewis Road. Reconstruct intersection at Pancho Road.
<u>Santa Rosa Road</u>	Widen to four northbound lanes between the Ventura Freeway (U.S. 101) and Adolfo Road. Improve the Camrosa curve.
<u>Upland Road</u>	Widen to four lanes between Hillridge Drive and San Onofre Drive.

TRAFFIC SIGNALS AND INTERCONNECTS

<u>Carmen Drive</u>	Traffic signal interconnects between Ventura Boulevard and Ponderosa Drive.
<u>Las Posas Road</u>	Traffic signal interconnects between Mission Drive and Anacapa Drive and between Ventura Boulevard and the Ventura Freeway (U.S. 101).
<u>Las Posas Road</u>	Signalize intersections at Antonio Avenue, West Ventura Boulevard and Calle La Guerra..
<u>Ponderosa Drive</u>	Traffic signal interconnects between Carmen Drive and Arneill Road. Signalize intersection at Brentley Avenue.
<u>Santa Rosa Road</u>	Traffic signal interconnects between the Ventura Freeway (U.S. 101) and Upland Road.

CITY LONG RANGE YEAR CIRCULATION IMPROVEMENT PLAN

This is a long range plan for road improvements planned to be implemented between the Years 2000 and 2015. The list of Long Range Circulation Improvements is periodically adjusted in order to reflect changes in projects and timing.

STREETS

<u>Adolfo Road</u>	Add eastbound right-turn lane at Flynn Road. Extend Adolfo Road to Camarillo Springs Road.
<u>Anacapa Drive</u>	Widen two lanes north of Las Posas Road to city limits.
<u>Arneill Road</u>	Widen to four lanes plus left turn lanes between Ventura Boulevard and Daily Drive and widen intersection with Ponderosa Drive.
<u>Camarillo Springs Road</u>	Lengthen the Ventura Freeway (U.S. 101) northbound on-ramp.
<u>Carmen Drive</u>	Extend four lanes from Ventura Boulevard to Pleasant Valley Road.
<u>Central Avenue</u>	Construct interchange improvements at Ventura Freeway (U.S. 101) and extend new road from Ventura Freeway to Verdulera Street.
<u>Daily Drive</u>	Widen to four lanes between Arneill Road and Lewis Road. Widen to three lanes between Mobil Avenue and Arneill Road.
<u>East Loop Drive</u>	Widen two lanes north of Las Posas Road to city limits.
<u>Las Posas Road</u>	Widen to six lanes between Ventura Boulevard (west) and Pleasant Valley Road. Contribute a fair share to improve the East Fifth Street intersection, which is a county project.
<u>Loma Drive</u>	Widen two lanes north of Las Posas Road to the city limits.
<u>Mission Oaks Boulevard</u>	Widen between Dawson Drive and Calleguas Creek. Realign and construct new bridge at Calleguas Creek.
<u>Pleasant Valley Road</u>	Widen the U.S. 101 southbound onramps.
<u>Ponderosa Drive</u>	Extend 4 lanes from Camino Tierra Santa to the proposed extension of Verdulera Street. Widen to four lanes between Las Posas and Camino Tierra Santa.
<u>Ponderosa Drive</u>	Provide dual left-turn lanes at Arneill Road.
<u>Santa Rosa Road</u>	Widen to four lanes between Adobe Way and Upland Road.
<u>Upland Road</u>	Widen to four lanes between San Onofre Drive and Santa Rosa Road.

Valley Vista Drive

Provide left-turn pockets at Encino Avenue and widen for turning movements at Vista Del Mar Avenue.

Ventura Boulevard

Widen and realign between Central Avenue and Las Posas Road per Airport North Specific Plan. Widen and realign from Las Posas Road to Plaza de Flores.

Verdulera Street

Construct new Ventura Freeway (U.S. 101) overcrossing. Construct full interchange improvements, north and southbound on- and off-ramps at this location if approved by Caltrans under a separate study. Extend from Central Avenue to Ponderosa Drive per Airport North Specific Plan.

West Loop Drive

Widen two lanes north of Las Posas Road to north city limits.

TRAFFIC SIGNALS AND INTERCONNECTS

Adolfo Road

Signalize intersection at Avenida Acaso, Camino Ruiz. Traffic signal interconnects between Lewis Road and Los Pueblos.

Central Avenue

Signalize intersection at Del Norte Road.

Las Posas Road

Signalize intersections at Loma Drive. Signal interconnects from Crestview Avenue to Mission Drive.

Mission Oaks Boulevard

Signalize intersection at Creekside Road.

Pleasant Valley Road

Signalize intersection at Ridgeview Street.

Ponderosa Drive

Signalize intersection at Adolfo Road.

Upland Road

Signalize intersections at Flynn Road, Mission Oaks Boulevard, Santa Rosa Road, and at Woodcreek Road. Signal interconnects from Lewis Road to Santa Rosa Road.

TOTAL COST ESTIMATE FOR COMBINED SHORT AND LONG RANGE IMPROVEMENT PLANS \$208,510,000

Approximately 33% of the cost is proposed to be funded by Developer Impact and Traffic Mitigation fees, including fees collected through the city's Bridge Policy and Pavenout Policy programs. Other sources of funding include State and Federal funds, assessment districts and the

city General Fund. The capital improvement program may change with each year's budget consideration, warrant review and private development programs.

FREEWAYS

Freeways are those high-speed vehicle corridors that carry unimpeded traffic between communities and between major traffic generators, such as large commercial, industrial, recreational and residential centers.

The City of Camarillo and its environs are currently served by the Ventura Freeway (U.S. 101), which runs in an east-west direction. It is six lanes wide, three in each direction, except in the vicinity of the Conejo Grade where the southbound lanes are four wide. The Freeway is primarily at grade except for an eight-block section which is depressed below the adjoining property.

The city is working towards the improvement of its freeway interchanges at Central Avenue, Las Posas Road, Carmen Drive, Dawson Drive and Camarillo Springs Road. Improvement to these overcrossings and on- and off-ramps will help to increase efficiency at these important traffic nodes. The city and Caltrans are currently studying a proposal to construct on- and off-ramps at Flynn Road for northbound U.S. 101 traffic. This proposal would greatly improve accessibility to one of the city's major industrial areas. In addition, a new interchange along the Ventura Freeway (U.S. 101) is being proposed midway between Central Avenue and Las Posas Road. The interchange would be connected to Verdulera Street on the south and Ponderosa Drive on the north. This proposal would require preparation of a separate study to be approved by Caltrans and the city. If approved, the new interchange would help improve traffic flow in the western portion of the city.

STREETS AND HIGHWAYS

A system of streets and highways should offer its users efficiency, continuity, safety, and attractiveness. It is with these fundamental criteria that the subsequent system of streets and highways is proposed.

The system of streets and highways has been divided into four basic categories. They are: Arterial (primary and secondary), Collector, Local, and Standard Industrial. Each category has specific standards and criteria through which design and route are developed. The number of lanes and average daily trips (ADT) are two variables that contribute to an understanding of a road's general traffic condition. The traffic condition is referred to as level of service (LOS). Levels of service are illustrated on the accompanying chart. The city policy is to maintain a LOS of "C" or better on all streets and intersections. Brief periods of LOS "D" during peak am and pm traffic hours are permitted where improving to LOS "C" would be unreasonably costly. The discussion which follows describes each category in relation to standards, design criteria, existing route and proposals. The accompanying sketch illustrates basic standards, design and dimensions for primary arterials, secondary arterials, collectors, local and industrial streets.

Level of Service Definitions

Level of Service	V/C* Ratio	INTERSECTIONS	Arterials, ADT**		
			2-Lane	4-Lane	6-Lane
A	0.00-0.60	<u>EXCELLENT</u> . No vehicle waits longer than one red light and no approach phase is fully used.	5,000	18,000	28,000
B	0.61-0.70	<u>VERY GOOD</u> . An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	8,000	21,000	32,000
C	0.71-0.80	<u>GOOD</u> . Occasionally drivers may have to wait through more than one right light; backups may develop behind turning vehicles.	10,000	24,000	36,000
D	0.81-0.90	<u>FAIR</u> . Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	12,000	27,000	40,000
E	0.91-1.00	<u>POOR</u> . Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	13,000	30,000	45,000
F	Greater than 1.00	<u>FAILURE</u> . Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	NOT MEANINGFUL		

*Volume/Capacity

**Average Daily Traffic, "rule of thumb" only. These figures are affected by intersection (number and configuration), Degree of access control, roadway, grades, design, geometrics, truck traffic, etc.

ARTERIALS

Arterial streets are intended to provide maximum movement of traffic to and from major traffic generators, such as civic center, commercial centers and industrial districts. They also collect and distribute traffic from freeways. This plan recognizes two classes of arterial streets; primary and secondary.

Primary Arterial Streets are intended to provide for the movement of large volumes of traffic between major traffic generators. Direct vehicular access to abutting properties should be provided to and from these arterials at limited intervals, through the use of well designed, controlled, and safe intersections. Parking should be limited to emergency parking and parking during non-peak traffic hours. Bike lanes, bike paths and bike routes where shown on the Bikeway Master Plan would also need to be provided.

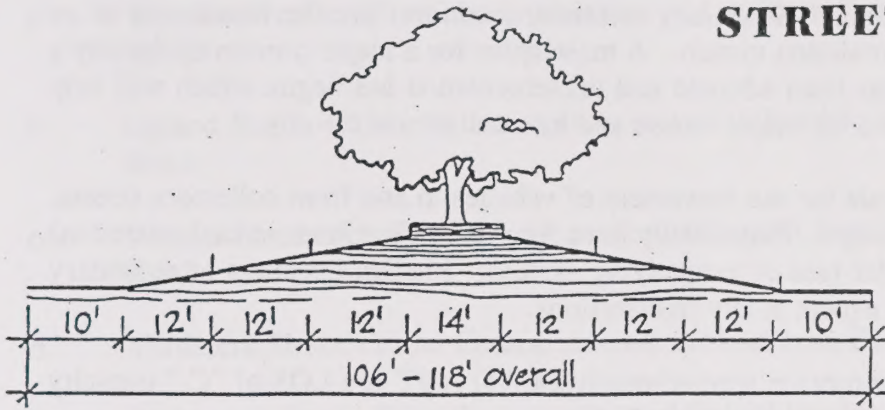
The primary arterial is designed to accommodate four to six lanes of traffic with a capacity of 30,000 to 45,000 ADT. A LOS of "C" could accommodate between 24,000 and 36,000 ADT.

A median divider is required, which can provide a method to channel traffic, facilitate left turn movements, and improve the visual appearance of the arterial corridor. Median openings should only be allowed at key intersections.

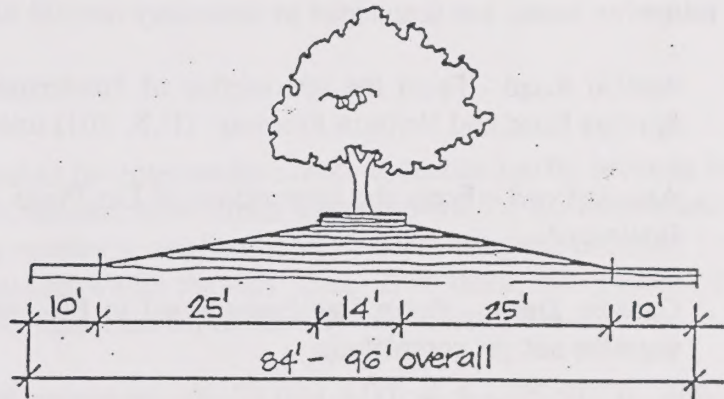
The General Plan proposes that the following routes be classified as Primary Arterial Streets:

- o Las Posas Road - From the intersection of Pacific Coast Highway (State Route 1) in the southern portion of the Sphere of Influence to the intersection of the Ventura Freeway (U.S. 101).
- o Lewis/Somis Road - From the intersection of Hueneme Road in the southern portion of the Sphere of Influence to the intersection of Los Angeles Avenue (State Route 118).
- o Pleasant Valley Road - From the intersection of Revolon Wash in the western portion of the Sphere of Influence to the intersection of the Ventura Freeway (U.S. 101).
- o Santa Rosa Road - From the intersection of the Ventura Freeway (U.S. 101) to the eastern boundary of the Sphere of Influence.
- o State Route 34 - From the intersection of Revolon Wash in the western portion of the Sphere of Influence to the intersection of Pleasant Valley Road, east of Carmen Drive.

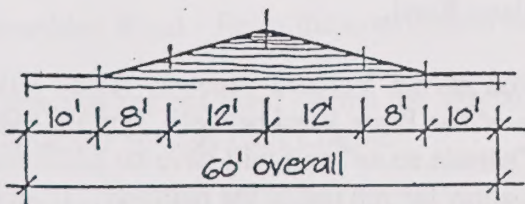
STREET STANDARDS



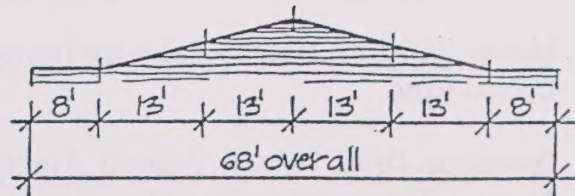
primary arterial*



secondary arterial*



collector and local*



industrial*

* BIKELANE MAY BE REQUIRED CONSISTENT WITH THE BIKEWAY MASTER PLAN. GREATER WIDTHS MAY RESULT.

Secondary Arterial Streets make up the bulk of the urban arterial circulation network within the City of Camarillo and its environs. Secondary arterials, therefore, are the foundation of an efficient, attractive, and safe circulation system. A masterplan for a major portion of the city's street medians and parkways has been adopted and implementation has begun which will help create a unique streetscape theme for major streets and intersections of the city.

Secondary arterial streets provide for the movement of vehicles to and from collectors streets, primary arterial streets, and freeways. They usually have four lanes (two lanes in each direction) and a landscaped median divider (see accompanying sketch). Median openings in secondary arterials should be discouraged except at key intersections.

The secondary arterial can accommodate approximately 24,000 ADT at a LOS of "C," capacity is approximately 30,000 ADT at level of service "E."

The following routes are designated as secondary arterial streets:

- o Adolfo Road - From the intersection of Ponderosa Drive to the proposed Camarillo Springs Road and Ventura Freeway (U.S. 101) interchange.
- o Arneill Road - From the intersection of Las Posas Road to the intersection of Ventura Boulevard.
- o Carmen Drive - From Las Posas Road to Pleasant Valley Road (with the southerly segment not yet completed).
- o Central Avenue - From the western city limits to Verdulera Street.
- o Daily Drive - From the intersection of Las Posas Road to the intersection of Lewis Road.
- o Flynn Road - From Adolfo Road to Upland Road.
- o Las Posas Road - From the intersection of the Ventura Freeway (U.S. 101) to the intersection of Upland Road. The portion of Las Posas Road between Temple Avenue and Carmen Drive is currently designated a "parade route" and will have no additional raised medians, only a painted median design to allow for full use of the roadway. If an alternate parade route is selected, raised medians could be installed.
- o Mission Oaks Boulevard - From the intersection of Dawson Drive to the intersection of Upland Road.
- o Ponderosa Drive - From Antonio Avenue to the proposed intersection with Central Avenue. The precise design and route would be established under the specific plan review process.
- o Ridgeview Street - From Camarillo Springs Road to the proposed intersection with Adohr Lane.

- o Temple Avenue - From the intersection of Las Posas Road to the intersection of Lewis Road.
- o Upland Road - From the intersection of Lewis Road to the intersection of Santa Rosa Road.
- o Ventura Boulevard - From the intersection of Central Avenue to the intersection of Lewis Road.
- o Verdulera Street - From Central Avenue to Ponderosa Drive.
- o Woodcreek Road - From the intersection of Upland Road to the intersection of Santa Rosa Road.

COLLECTORS

The collector street system is intended as the intermediate route to handle traffic between local streets and arterial streets. This system includes those streets which provide for traffic movements within a relatively small area such as a residential neighborhood. Traffic using the collector street should have either an origin or destination within the local area. Bike lanes, bike paths or bike routes would also need to be provided where shown on the Bikeway Master Plan.

Collector streets have a capacity of approximately 13,000 ADT at a LOS of "E" and can accommodate approximately 10,000 ADT at LOS of "C."

The following routes are designated as collector streets:

- o Beardsley Road - From the intersection of Ramona Drive to Central Avenue.
- o Camarillo Springs Road - From the intersection of the Ventura Freeway (U.S. 101) to the Camarillo Springs Golf Course.
- o Camarillo Heights Loop Collector Network - Including Mission Drive, Loop Drive North, Loop Drive East, Loop Drive West, and Loma Drive north of Las Posas Road.
- o Center School Road - From the intersection of Fairway Drive to the intersection of Los Angeles Avenue (State Route 118).
- o Crestview/Avenida de Aprisa - From Ponderosa Drive (near Central) to Las Posas Road.
- o Dawson Drive - From Pleasant Valley Road to Mission Oaks Boulevard.

- o Dunnigan Street - From the intersection of Arneill Road to the intersection of Modesto Avenue at Carmen Drive.
- o Lantana Street - From the intersection of Las Posas Road to the intersection of Daily Drive.
- o Las Posas Estates Loop Collector Network - Including Avocado Place, Ramona Drive, Fairway Court, Fairway Drive, Valley Vista Drive, Calle Aurora and Camino Concordia.
- o Loma Drive/Dwight Avenue/Shepard Drive - From the intersection of Las Posas Road to the intersection of Ponderosa Drive.
- o Los Pueblos Drive - From the intersection of Santa Rosa Road to the intersection of Adolfo Road.
- o Mobil Avenue - From the intersection of Rocklyn Avenue to the intersection of Daily Drive.
- o Oak Canyon Road - From the intersection of Mission Oaks Boulevard to the intersection of Santa Rosa Road.
- o Paseo Camarillo - From the intersection of Carmen Drive to the intersection of Rosewood Avenue.
- o Petit Street - From Dawson Drive to the Ventura Freeway (U.S. 101) southbound ramps.
- o Pickwick Street/Hartnell Street - From the intersection of Mobil Avenue to the intersection of Temple Avenue.
- o Rosewood Avenue - From the intersection of Las Posas Road to the intersection of Daily Drive.
- o Verdugo Way - From the intersection of Santa Rosa Road to the intersection of Camino Carillo.

LOCAL STREETS

The primary functions of the local street are to provide vehicular access to abutting properties and to move small amounts of traffic in and out of specific local areas. Local streets should not carry through traffic or buses and heavy trucks, except in commercial and industrial districts.

The basic design of the local street is much the same as that of the collector street, however, instead of providing straight-line design for through traffic, the local street should, whenever possible, be designed to curve, turn, and/or cul-de-sac, thereby discouraging through traffic.

Parking is an auxiliary function of the local street. On-street parking should, however, be limited to daytime parking only. (See "Parking" proposals, which follows.)

Local streets are not individually identified in this plan, however, all are recognized as an integral part of the circulation system.

INDUSTRIAL STREETS

The industrial street is recommended as a separate classification for all existing and future industrial development. Individual streets are designed specifically to facilitate the truck traffic, which is so much a part of the industrial district. The accommodation of larger and heavier vehicles requires that lanes be wider than normal (13'0") and pavement be thicker. Parking should not be permitted on industrial streets, in order to maintain adequate clearance for all truck traffic. The provision of bike lanes, bike routes or bike paths would also be required where shown on the Bikeway Master Plan.

The following routes are designated as primary industrial streets.

- o Adohr Lane - From the intersection of Pancho Road to the intersection at Ridgeview Drive.
- o Flynn Road - From the intersection of Mission Oaks Boulevard to Adolfo Road.
- o Pancho Road - From the intersection of Pleasant Valley Road to the intersection of Howard Road.

CORRELATION BETWEEN CIRCULATION ELEMENT AND LAND USE ELEMENT

The Circulation Element has been designed to address the basic traffic needs projected by the land uses as illustrated on the Land Use Element of the General Plan. A traffic model was used to develop a balanced relationship between the Circulation Element and Land Use Elements.

It is appropriate to examine each development application to ensure the amount of traffic generated can be adequately served by the streets indicated on the Circulation Element. Developers are responsible for providing improvements immediately adjacent to their areas which are under development and also for providing a fair share cost for improvements when their project impacts on other elements of the circulation system within the city. During the evaluation

of each land use in respect to the Circulation Element, the city shall take into consideration the actual design of the project to consider the location of driveways for ingress and egress, the need for deceleration or acceleration lanes, or the need to provide additional turn lanes to serve and assist in handling the general flow of traffic both in and adjacent to the proposed project. It is not uncommon to limit the number of driveway locations or placements to ensure that the traffic flow generated by the project will not interfere with that of the existing street system as set forth under the Circulation Element.

When considering a land use change for a particular area under the Land Use Element of the General Plan, it is also necessary to reassess the Circulation Element to make sure that the various classifications or intensities of development can be adequately served by the various arterials or street systems planned for the immediate area. In addition, the residual impact of that project on the remaining system under the Circulation Element of the city should be examined. To assist in implementing the correlation between the Land Use Element and the Circulation Element, the following policies shall be implemented and used in evaluating each project:

1. At time of submittal of application for development, a traffic analysis shall be prepared by the City Traffic Engineer or by a consulting traffic engineer.
2. A project shall be responsible for providing improvements immediately adjacent to and between the limits of the project. A project is also responsible for improvements at other intersections where impacts are created or where the project contributes to cumulative impacts.
3. On-site circulation and service areas shall be examined to ensure that traffic will flow in a reasonable manner and not interfere with normal traffic movement adjacent to the project or on the subject site.
4. Areas covered by a specific plan should incorporate the circulation standards and criteria which were developed as part of the plan or as a result of environmental review.

PUBLIC TRANSIT

At the present time, the City of Camarillo operates an intra-city public transit system consisting of two buses and a backup. The city owns the buses and has a contract with a private bus company to provide drivers and maintenance. The intra-city transit system is based on a fixed schedule and fixed route. Complementary paratransit service is also available providing curb-to-curb transportation for persons with ADA-defined disabilities. This service is provided through a contract with a paratransit provider.

The city supports an inter-city bus system and participates with other agencies in coordination as well as financial aid. The inter-city transportation system connects Camarillo with surrounding cities and thereby provides access to major employment, commercial, governmental and recreation centers.

There is private taxi service available in the area. An airport bus and several airport shuttles carry passengers to and from Los Angeles International. Shuttles also serve Burbank airport.

A mass transit terminal site has been suggested for the 'centrum' area. This proposed facility would serve the city as the primary transportation and circulation node for all forms of transportation. In addition where appropriate, new commercial and industrial centers are being required to provide bus turnouts and shelters in an effort to enhance and increase use of the city bus system.

AIR TRANSPORTATION

The nearest commercial airport facility is the Ventura County Airport at Oxnard. This facility is oriented primarily toward general aviation. Additional airport facilities which serve Camarillo include: Los Angeles International Airport, Hollywood/Burbank Airport, Santa Barbara Airport, and many small airfields located throughout the Ventura/Los Angeles region.

The Camarillo Airport is designated as a general aviation field for use by private aircraft along with charter, agricultural and government flying activities. An airport master plan was completed in 1984. It provides control measures for achieving compatible land uses in and around the Camarillo Airport. At this time no incompatible land uses exist in or around the airport nor are any incompatible land uses planned. Monitoring programs to ensure compatibility between the airport and its surrounding uses include community participation programs, noise abatement programs, aircraft operator training programs, and noise monitoring programs. An aircraft control tower has been installed in order to monitor flight patterns and to assist in safe flying activities.

RAIL TRANSPORTATION

The Southern Pacific Railroad traverses the City of Camarillo. Camarillo is presently served by Metrolink, Southern California Regional Rail Authority's commuter train system. This service was extended to Camarillo on a temporary basis with funds made available through FEMA following the 1994 Northridge earthquake. The Camarillo Metrolink station is located at the intersection of Lewis Road and Ventura Boulevard. Although the present service is considered temporary with no guarantee of funding beyond fiscal year 94-95, a good potential exists to make this a permanent Metrolink or other passenger rail stop.

Amtrak also stops at the station during mid-day periods to supplement Metrolink which only stops in the mornings and evenings.

BIKEWAYS

In Camarillo, bicycles are mainly used for recreational pursuits and to a lesser extent as a secondary means of transportation. The Circulation Element proposes bikeways to serve as linkage systems between housing, schools, recreation and commercial areas. Considerable research and analysis has been conducted in order to develop a bikeway master plan which is consistent with the Community Design Element and to provides adequate safety measures to protect bicycle riders. In determining routes, the following goals and objectives are intended to guide bikeway planning, design, and implementation, and were used as criteria for development of the bikeway master plan:

Goal 1.0 Maximize opportunities for use of the bicycle for transportation.

Objectives:

- 1.1 Develop a bikeway system for all levels of bicycling experience and abilities.
- 1.2 Develop a bikeway map for use by the public.
- 1.3 Integrate the local bikeway system into the regional bikeway system.
- 1.4 Provide bikeway system connectivity throughout the city.
- 1.5 Provide a well-maintained bikeway system.

Goal 2.0 Maximize bikeway system safety.

Objectives:

- 2.1 Develop comprehensive bicycling education and safety programs.
- 2.2 Investigate bicycle accidents, identify causal factors, implement needed improvements, and monitor results.
- 2.3 Manage bicycles on sidewalks through appropriate measures.

Goal 3.0 Design a feasible bikeway system implementation plan.

Objectives:

- 3.1 Use accepted design standards.
- 3.2 Identify and pursue funding opportunities.
- 3.3 Include the existing bikeway system as part of the proposed expanded bikeway system.
- 3.4 Prioritize bikeway system projects for orderly implementation coordinated with the Capital Improvement Plan.

Goal 4.0 Develop bicycle facilities and programs as a viable alternative to the automobile.

Objectives:

- 4.1 Develop a viable bikeway commuter system.
- 4.2 Link work and transit centers.
- 4.3 Integrate bicycles into other transportation modes.

Based upon these considerations and existing facilities, the Bikeway Master Plan was developed. The plan adopted in 1999 incorporates a mixture of Class I bike paths, Class II bike lanes, Class III bike routes, and shoulder bike lanes within the city. Locations of these bikeway facilities are shown in the figure labeled "Bikeway Network."

Class III Bike Routes – Bike routes are those in which bicycles share the roadway with automobiles or the sidewalk with pedestrians and are identified by bike route signs. There is no separation of bicycles by pavement marking or physical barrier. These routes are typically designated on residential streets for travel to and from Class II and other bicycle lanes that connect various streets throughout the city.

Class II Bike Lanes – Bike lanes are separated from general traffic by pavement markings within the roadway. Bicycle lanes are 5 to 6 feet wide.

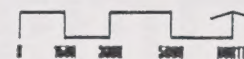
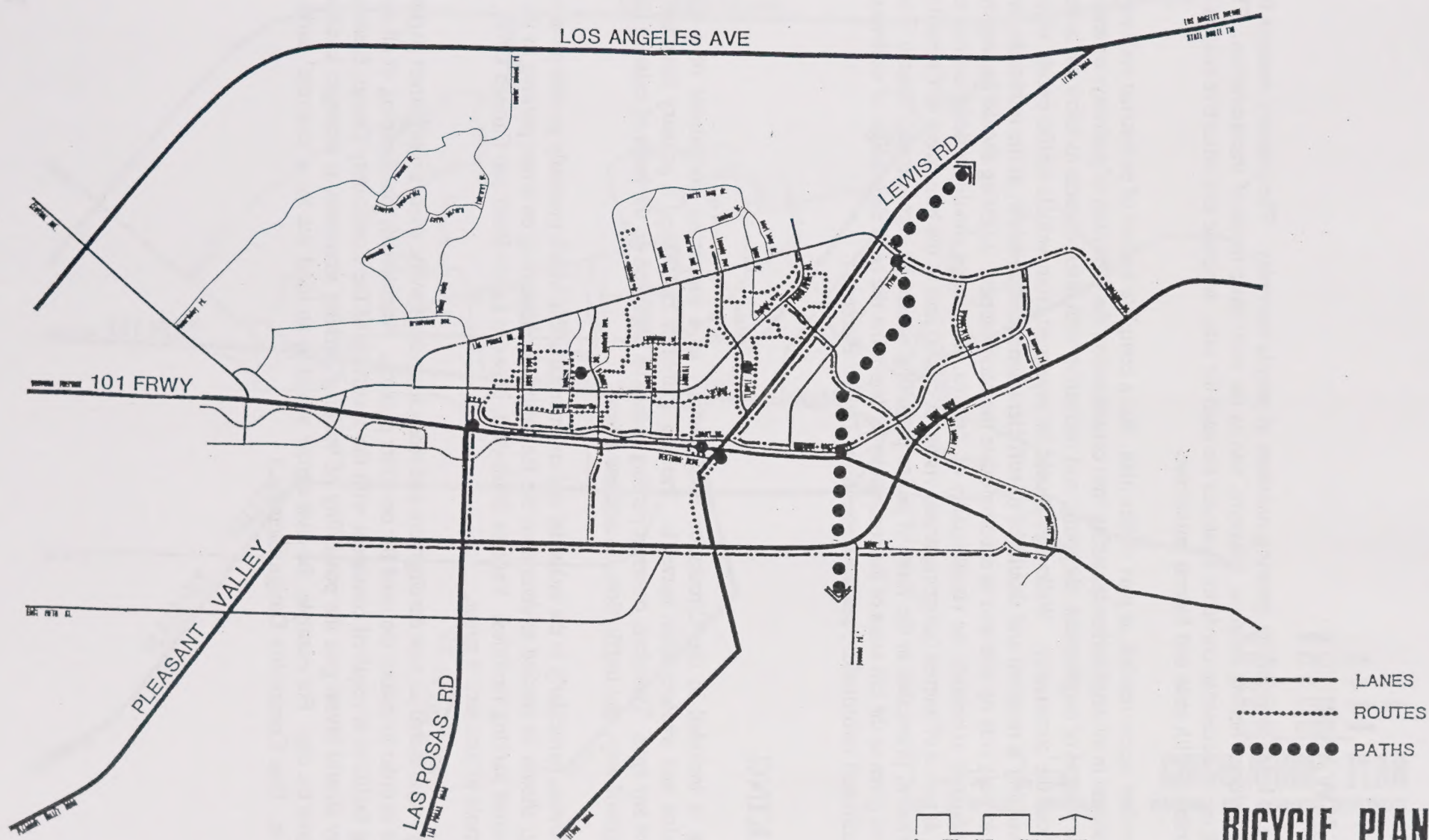
Class I Bike Paths – Bike paths are physically separate roadways for the exclusive use of bicycles. They are recommended only for the following: bridges crossing railroads or freeways; on park and school properties; as a way to provide shortcuts between destinations; and in areas where separate bike paths have been committed for development in adopted plans.

Shoulder Bike Routes – Shoulder bike routes have no bikeway designation signs but provide continuous striped shoulder area of the street to improve safety and convenience for bicyclists and motorists. Shoulder bike routes are typically located along state routes and rural roads.

In order to finance the city Bikeway Master Plan, the following policies are recommended in order to obtain funding from potential sources:

1. That the city require developer contributions through EIR or subdivision map act procedures.
2. That the city continue to apply for funds for development of bicycle facilities through SB-821 (Gasoline tax funds).
3. That the city apply for Federal Highway Administration funds where bicycle facilities can be considered an integral part of general highway improvement on the Federal Aide Highway System.
4. That the city apply for California Department of Transportation discretionary funds for use in financing bicycle facilities.
5. That when county or state road improvement projects are adjacent to city boundaries, the city work to implement bikeways along both sides of the road at the same time through interagency coordination.

(f:\GenPlan\circulate.bkwys-redline.nov16)



CITY OF CAMARILLO DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

BICYCLE PLAN

WALKWAYS

Walking is being enjoyed by growing numbers of people everyday. The primary reasons for walking include: health, exercise, pleasure, and as the most basic mode of transportation. The growing use of pedestrian corridors illustrates the need for safe, adequate and attractive sidewalks in accordance with state and federal guidelines.

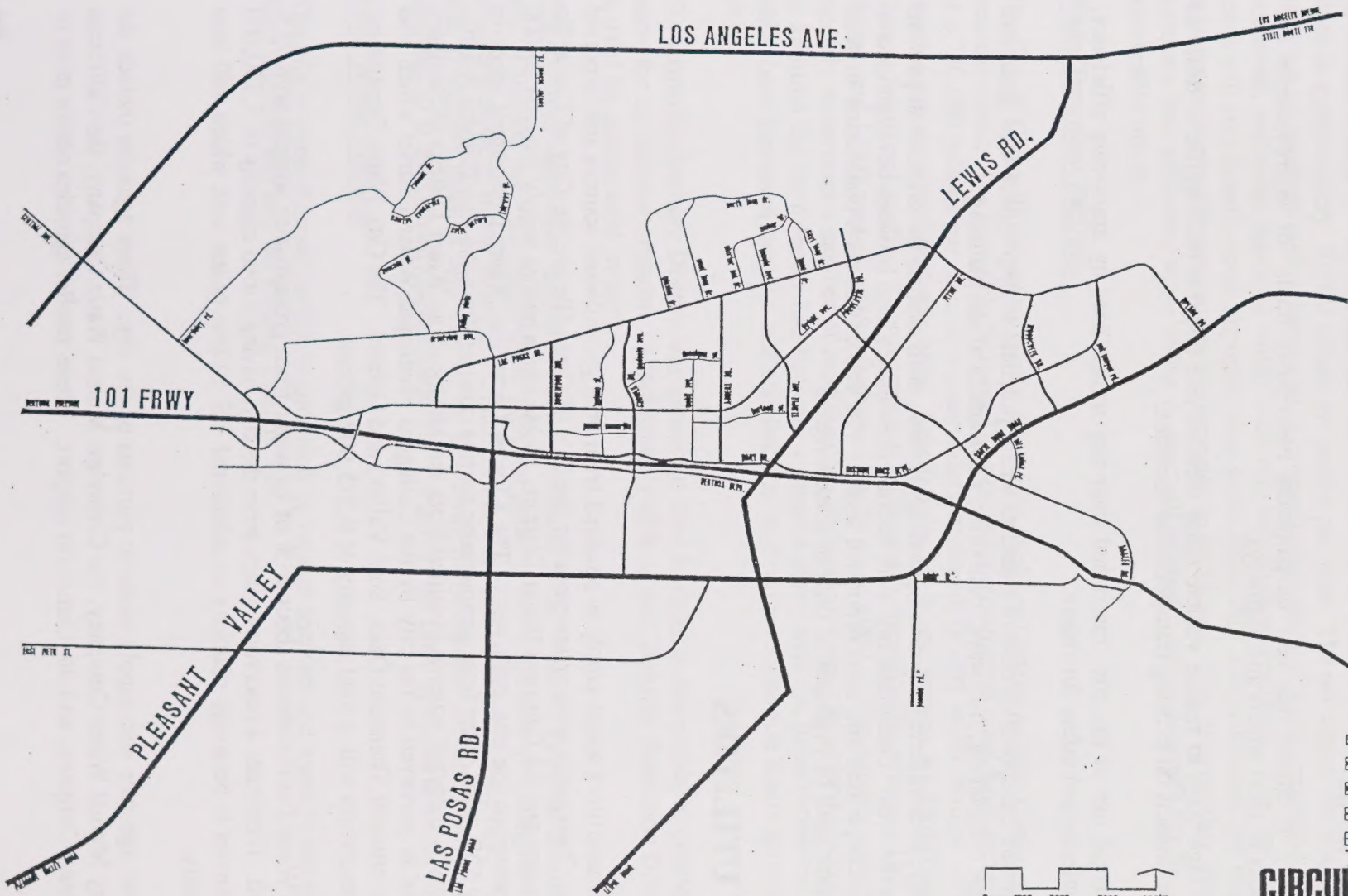
It is therefore recommended, as part of this plan, that a complete system of pedestrian walkways be established in all neighborhoods, taking into consideration the provision of pathways as access routes to sources of employment, shopping, and recreation with interconnects to allow for access throughout the community. Walkways should be separated from vehicle traffic except where street crossing is required and should be of sufficient dimension to allow, at the minimum, two persons to walk side by side and to accommodate the handicapped. Lighting should be required and be designed to enhance the visual quality of the area. Rest stops should be designed into the system, at points of interest (shopping areas, vistas, et cetera) and in the hilly areas of Camarillo. Furthermore, protection in the form of police patrolling should be encouraged. Special study should be given to the hill areas of the community to determine the need and design of walkways. (For additional information, see the Community Design Element.)

PARKING

Parking is included in the Circulation Element only as a supportive component of a total circulation and transportation network. Parking cannot be considered a primary function of streets of any type. Therefore, on-street parking should be regulated on the basis of existing land use, right-of-way, and traffic flow, to address a few.

Those streets, particularly in the industrial and commercial areas which presently permit on-street parking, should be studied to determine the feasibility of eliminating on-street parking in favor of off-street parking facilities. Ventura Boulevard, between Lewis Road and Carmen Drive, is an example of just such a street.

The city requires that all new development and redevelopment provide adequate off-street parking facilities in order to reduce the need for on-street parking. Additionally, landscaping of all such parking facilities is required consistent with the standards of the Community Design Element. The city should investigate the possibility of building parking structures at strategic locations throughout the city. For example, the civic center would be an ideal site for a 'centrum' parking structure. (See Community Design Element.)



EXISTING	PROPOSED	
		PRIMARY
		PRIMARY arterial
		SECONDARY arterial
		COLLECTOR



CIRCULATION PLAN

CITY OF CAMARILLO DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

GOALS

1. Provide for the upgrading of local streets and highways in order to maintain acceptable levels of service.
2. Continue to ensure that new development contributes funds for improvements and additions to local streets and highways.
3. Encourage ways to reduce vehicle miles traveled and disperse peak traffic in order to reduce impacts on existing transportation facilities.
4. Encourage use of the city transit and inter-city transit lines by improving efficiency, convenience and safety for riders.
5. Incorporate transportation control measures where practical to help reduce trips generated through ridesharing, bikeways, pedestrian ways and land use planning.
6. The city, in considering any development application, shall analyze the circulation patterns within the area. Considerations shall include providing access between developments in both incorporated and unincorporated areas. The impacts of such connection or road extension shall be evaluated at time of consideration.

PUBLIC UTILITIES

Water

The City of Camarillo's water supply is obtained from both groundwater sources and imported water sources. Two major water purveyors for the City of Camarillo are the City of Camarillo Water Department and the Camrosa Water District. These two agencies supply close to 20,000 acre feet of water to the city each year. The City of Camarillo Water Department receives approximately 50% of its water from groundwater sources obtained from the Fox Canyon Aquifer Zone. The city's imported water is obtained from the Metropolitan Water District of Southern California and is purveyed to the city by the Calleguas Municipal Water District which also delivers to the cities of Thousand Oaks, Simi Valley, and Oxnard. The City Water Department maintains 5 reservoirs with a total capacity of 9,375,000 gallons.

The Camrosa Water District obtains about 25% of its water from groundwater sources with 75% being imported. It operates 4 reservoirs which serve the city, having a total capacity of 7,250,000 gallons. Camrosa is presently planning an additional 4.5 million gallon tank which will help increase capacity.

Several smaller agencies also supply water to portions of the city. These agencies include the Pleasant Valley Mutual Water Company, the Crestview Mutual Water Company, the California American Water Company, and the Camarillo Airport. These smaller agencies obtain most or

all of their water from either groundwater sources or surface water diversion sources (see Water District Boundaries Map).

The annual average per capita water use rate for the City of Camarillo in 1994 was .22 acre feet which is approximately 70,000 gallons per person per year. The per capita rate not only includes water use by residents in their homes but a proportionate share of water consumed by industries, businesses, and public agencies which indirectly benefit those residents. The city's future water needs will rely heavily upon imported state water from the Calleguas Municipal Water District as increases in groundwater sources are expected to be limited. The Metropolitan Water District indicates that sufficient water exists to meet all domestic water demands for the area in the foreseeable future.

Waste Treatment Facilities

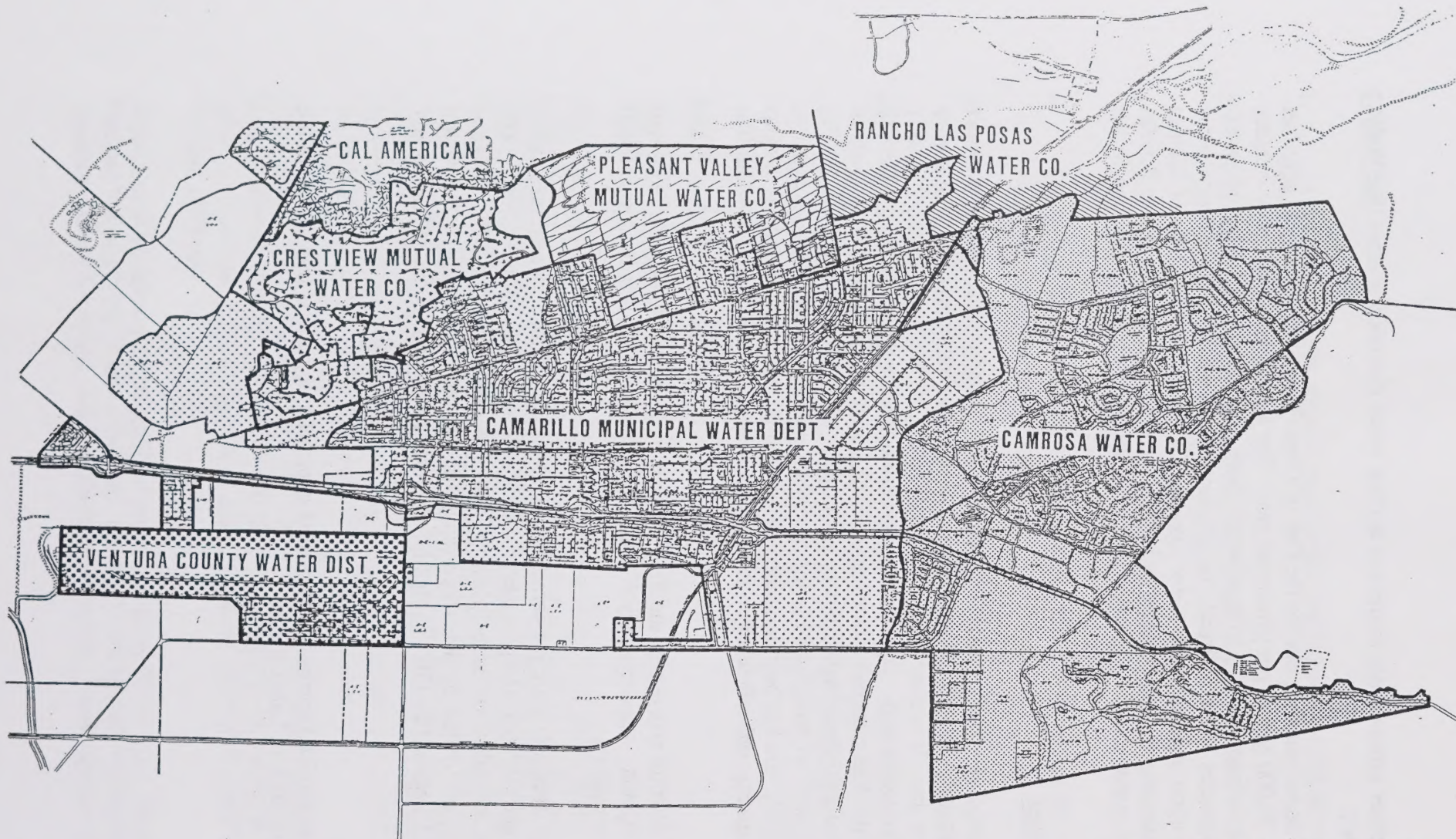
The City of Camarillo is served by the Camarillo Sanitary District and the Camrosa wastewater treatment plant. The Camarillo Sanitary District water reclamation plant has a designed capacity of 6,750,000 gallons per day. It is a secondary treatment facility where sludge is anaerobically digested and dewatered in drying beds. Dried sludge, grit, and screens are hauled to the Oxnard Coastal Sanitary Landfill. The treatment plant presently generates approximately 1,500 tons of sludge and 1,000 tons of grit/screenings annually as of 1989. The sanitary treatment facility recently underwent a number of modifications and improvements in order to increase capacity. In addition the main feeder line has been upgraded along with the force mains and lift stations which have increased capacity and efficiency in order to accommodate future growth within the city.

The Camarillo Sanitary District was one of the first facilities in the county to provide reclaimed water for agricultural irrigation. Approximately 40% of the Camarillo Sanitation District effluent is used for agricultural irrigation.

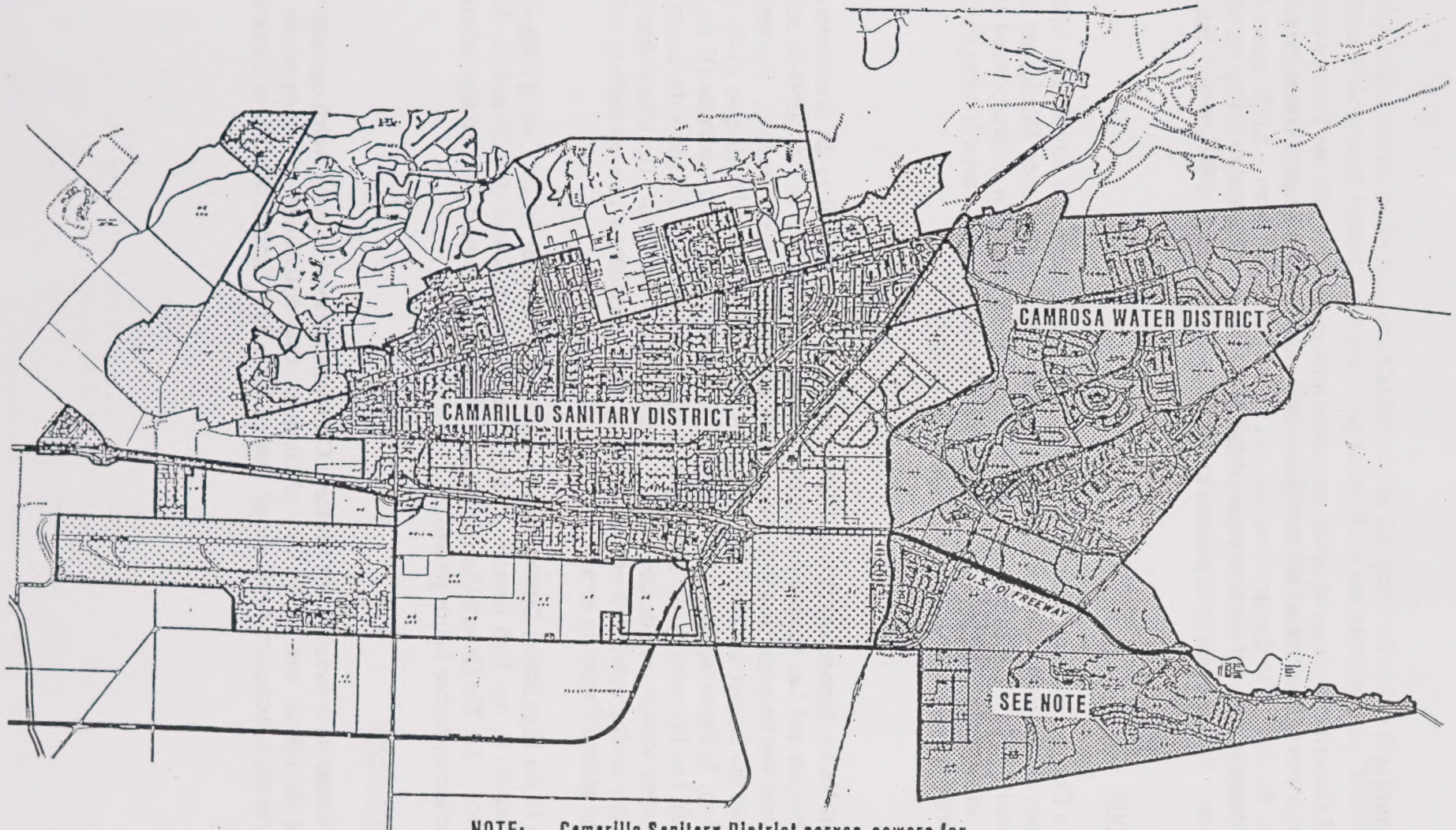
The Camrosa wastewater treatment plant is operated by the Ventura Regional Sanitation District and is located near Camarillo State Hospital about a half mile east of Calleguas Creek. The designed capacity of the secondary treatment plant is 1,500,000 gallons per day. The sludge at that treatment plant is also treated by anaerobic digestion and the dried sludge and grit are disposed of at the Oxnard Coastal Landfill. Presently, the plant operates at about 73% capacity.

Solid Waste Disposal

The city's waste disposal service is provided by private contract and waste is transported to the Simi Landfill site and the Bailard Landfill site.



WATER DISTRICT BOUNDARIES



NOTE: Camarillo Sanitary District serves sewers for
Camrosa Water District area south of 101 freeway

SANITATION DISTRICT BOUNDARIES

Law Enforcement

The City of Camarillo provides its police protection through contract with the Ventura County Sheriff's Department. The contract which began in 1965 provides a full range of law enforcement services for the city. The Camarillo station was recently relocated from a 5,000 square foot facility off Ventura Boulevard to a newly remodeled 27,000 square foot facility during the 1994-95 fiscal year. The new facility is planned to accommodate the needs of the city well into the future.

Fire Protection

The Ventura County Fire Protection District provides fire protection, fire suppression, rescue, and emergency-related services for the City of Camarillo. The Fire Protection District has three stations located within the city and has two additional stations in the nearby unincorporated areas which help to serve the needs of the Camarillo planning area. A new station is being built on Pickwick Drive to replace the old station on Ventura Boulevard.

Schools

The Pleasant Valley Elementary School District serves the city as well as the unincorporated Camarillo Heights and Las Posas Estates area and Santa Rosa Valley. In the 1995-96 school year, the district was budgeted for a total average daily attendance of 6,885 students. Elementary schools within the district include Bedford Open School (K-6), Camarillo Heights (K-6), Dos Caminos (K-6), El Descanso (K-6), El Rancho (K-6), Las Colinas (K-8), Las Posas (K-6), Los Nogales (K-6), Los Primeros (K-8), Santa Rosa (K-6), Tierra Linda (K-3), and Valle Lindo (K-6). Intermediate schools include Los Altos (7-8) and Monte Vista (7-8). The school district is presently experiencing conditions of overcrowding and is planning a new elementary school facility in the eastern Camarillo area.

The Oxnard Union High School District provides high school facilities for the City of Camarillo. The city is served by two high schools, Adolfo Camarillo High School (9 - 12) and Rio Mesa High School (9 - 12). The Oxnard Union High School District is planning a third high school in Camarillo to accommodate future growth.

Other Public Utilities

The City of Camarillo is served by the Southern California Edison Company which operates two plants along the coastal area of the City of Oxnard. One distribution substation serves the Camarillo area and is located on Adolfo Road, west of Santa Rosa Road in the City of Camarillo.

The city is also served by the Southern California Gas Company which has distribution lines in Las Posas Road east of Arneill Road and along Lewis Road and Mission Oaks Boulevard.

Cable television is supplied to the city by Ventura County Cablevision.

Telephone service is provided by GTE, California, Incorporated, which operates a switching station on Arneill Road.

TABLE 1 SHORT TERM PROJECTS (1-5 YEARS)

Projects Using Federal or State Funds or by Developers				
SEGMENT	YEAR	LENGTH (MILES)	FUNDING SOURCE	COST (\$1000's)
Monte Vista Bridge -Construct bike/ped bridge	1998-99	0.05	Federal	90
Cerro Vista Way (N. of Las Posas Rd.) -Bike lane signing and striping	1998-99	0.30	Developer	20
Flynn Road (Adolfo Road - Upland Road) -Bike lane construction, signing and striping	1998-99	1.00	Developer	260
Calleguas Creek (Mission Oaks Blvd.-Adolfo Rd.) -12' pathway, 2 undercrossings, bridge	1998-03	0.60	Developer	360
Arneill Road (overpass) -Bike lane interchange treatments	2000-01	0.10	State	400
U.S. 101/Lewis Rd. Ped-Bike Bridge -Replace Ped-Bike Bridge at Union Pacific RR	2000-02	0.13	State	800
Daily Dr. (Arneill Rd.-Lewis Rd.) -Bike lane construction, signing and striping	2000-02	0.40	State	75
TOTAL COST				\$ 2,005

City Funded Projects in 5 Year CIP			
SEGMENT	YEAR	LENGTH (MILES)	COST (\$1000's)
Mission Oaks Blvd.(Flynn Rd.-Dawson Dr.) -Bike lane construction, signing and striping	1998-99	0.60	220
Upland Rd. (Paseo Noche-Santa Rosa Rd.) -Bike lane construction, signing and striping	1998-99	0.40	75
Upland Rd. (Lewis Rd.-Paseo Noche) -Bike lane construction, signing and striping	2002-03	1.85	440
Las Posas Road (Daily Dr.-Lewis Rd.) -Bike lane construction, signing and striping	1998-01	3.70	290
Ponderosa Dr./Airport North Way -Bike lane construction, signing and striping	2000-01	1.80	570
Ventura Blvd. (Carmen Dr.-Camarillo Center Dr.) -Bike lane construction, signing and striping	2000-01	0.40	130
Carmen Dr. (overpass) -Bike lane interchange treatments	2000-01	0.18	10
Adolfo Rd. Extension -Bike lane construction, signing and striping	2002-03	0.80	380
TOTAL COST			\$ 2,115

Unprogrammed Projects with Undetermined Funding Sources			
SEGMENT	YEAR	LENGTH (MILES)	COST (\$1000's)
Calle La Roda-Calle La Guerra -Bike route signs	1998-99	0.35	2
Antonio Ave. -Bike route signs	1998-99	0.47	2
Jose Ave.-Vincente Ave. -Bike route signs	1998-99	0.30	2
Valley Vista Dr.(Crestview Ave.-City Limit) -4" edge line striping	2001-02	0.50	60
Bike Routes S. of Ventura Blvd. -Bike route signs	2000-01	1.80	9
Flynn Area Bike Routes	2000-01	---	10
TOTAL COST			\$ 85

GRAND TOTAL COST	\$ 4,205
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85.1

TABLE 2

LONG TERM PROJECTS (6-20 YEARS)

Projects using Federal or State Funds or by Developers			
SEGMENT	LENGTH (MILES)	FUNDING SOURCE	COST (\$1000's)
Calleguas Creek (Adolfo Rd.-Upland Rd.) -12' pathway, 1 undercrossing	1.50	Developer	880
Ventura Blvd. (Central Ave.-Las Posas Rd.) -Bike lane construction, signing and striping	1.80	Developer	650
Camarillo Center Dr. Extension -Bike lane signing and striping	0.75	Developer	10
Ridge View Street -Bike lane construction, signing and striping	1.35	Developer	500
SR34 including Lewis Rd. (S. City Limit -N. City Limit) -construction and 4" edge line striping	3.00	State	1250
TOTAL COST			\$ 3,290

Unprogrammed Projects with Undetermined Funding Sources		
SEGMENT	LENGTH (MILES)	COST (\$1000's)
Calleguas Creek (Mission Oaks Blvd.-Pleasant Valley Rd.) -12' pathway, 1 undercrossing	0.80	410
Monte Vista Pathway (Burnley St.-Coe St.) -12' pathway	0.17	51
Ponderosa Dr.(Central Ave.-Airport Way) -Bike lane construction, signing and striping	1.00	360
Daily Dr. (Arneill Rd.-Carmen Dr.) -Bike lane construction, signing and striping	0.70	100
Ventura Blvd. (Camarillo Center Dr.-Las Posas Rd.) -Bike lane signing and striping	0.83	34
Carmen Dr. (U.S. 101-Las Posas Rd.) -Bike lane signing and striping	0.99	60
Santa Rosa Rd. (Oak Canyon Rd.-Morongo Dr.) -Bike lane construction, signing and striping	1.15	250
Temple Ave. (Ponderosa Dr.-Lewis Rd.) -Bike lane signing and striping	0.53	21
Carmen Dr. Extension -Bike lane construction, signing and striping	0.70	250
Ponderosa Dr. (Las Posas Rd.-Antonio Ave.) -Bike lane signing and striping	3.36	200
Pleasant Valley Rd. (Pancho Rd.-Las Posas Rd. except SR34) -Bike lane construction, signing and striping	3.15	1146
Crestview Ave. (Valley Vista Dr.-Ave. de Aprisa) -4" edge line striping and minor construction	2.00	170
Ave. de Aprisa (Crestview Ave.-Ponderosa Dr.) -4" edge line striping	0.50	10
Pancho Area Bike Routes	0.70	250
TOTAL COST		\$ 3,312

GRAND TOTAL COST	\$ 6,602
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U.C. BERKELEY LIBRARIES



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